

South Salt Lake Complete Streets Local Policy Development Workshops



Agenda

1. Complete Streets – the what and why's
2. Relationship to the current SSLC Master Plan
3. Complete Street Policy Workshop



Complete Streets?



Why complete streets?

Streets are a huge public asset. They comprise about 30 percent of our urban spaces and a tax expenditure of near \$1,000 per person in 2014.

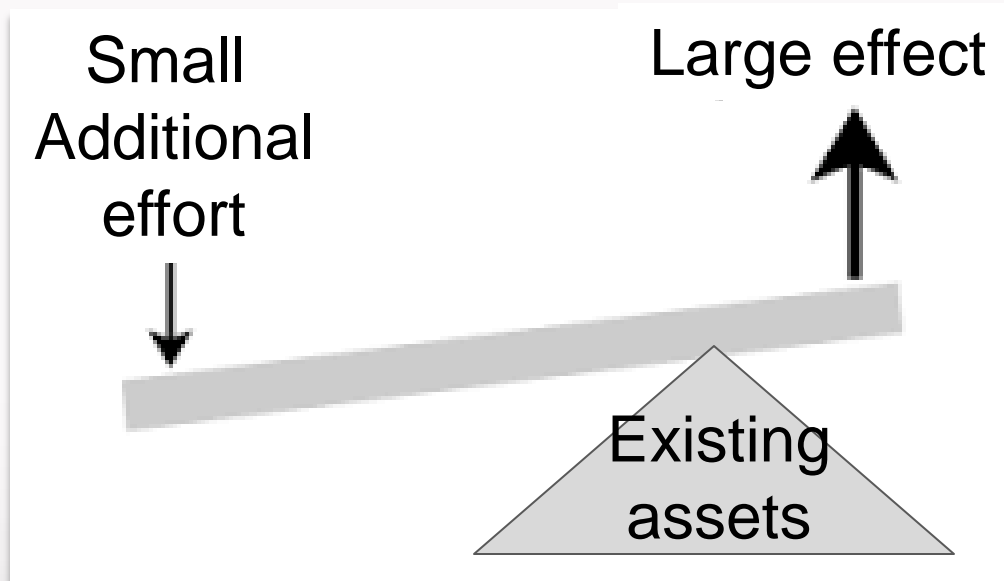


11400 South Interchange Construction

¹FY2014 Total Local State and Federal Expenditures, usgovernmentspending.com

Why complete streets?

Complete Streets policies help communities leverage these assets in achieving their economic and livability goals.



Common objective:

Consider all users with every street investment



Why complete streets?

Because streets comprise about 30 percent of our urban space they are the vast majority of our public spaces.



Streets can bring us together or be a community barriers

Why Complete Streets?

Because seventy-five percent (75%) of the costs of streets in Utah are paid for by everyone through general funds rather than gas taxes.



Complete Streets are streets for everyone, no matter who they are or how they travel

Each Street is Tailored to Achieve the Communities' Goals for that Specific Area



Complete Streets policies are **NOT** a mandate to construct accommodations for all users but only to systematically consider accommodations for all users.



Because each street is tailored to its circumstances, **Complete Streets** take a great many forms.



The Benefits from Complete Streets can also be many.



About half of Utahans do not own a car.



- 31% are under 18
- 15% are disabled
- 13% (and growing) are Seniors
- 13% are in poverty

Complete Streets = staying active and involved in communities

Pedestrian injury is a leading cause of death for children

- Sidewalks = 88% reduction
- Bike lanes = 50% reduction
- Medians = 40% reduction
- 40 mph to 30 mph = 50% reduction



Complete Streets = Lives Saved

- Walking or biking 30 minutes a day lowers cancer, heart disease, and diabetes risks
- A 30-minute round-trip bicycle commute is associated with better mental health in men
- Every \$1 spent on bike and ped facilities yields \$3 to \$5 in direct medical benefits
- 17% of kids and teens are obese
- Spaces for bicycling and walking help kids be active and gain independence



Complete Streets = More Activity and Greater Well-being

Nearly one-third of all trips are 1 mile or less



- 25 to 41 percent of vehicle emissions are unrelated to distance traveled
- Imagine cutting emissions by up to 12 percent
- Much of suburban congestion is related to short trips—especially at intersections

Complete Streets = Fewer Trips and Air Quality Improvements

- Home values grow by \$700 to \$3,000 for each 1% increase in walk score
- Communities with a high quality of life attract clean, high paying companies
- Average SL Co. family works until March 16th to pay for transportation
- Each car eliminated saves a family \$10,000 on average
- Tailored planning and design can reduce unneeded pavement
- Comprehensive planning creates cost efficiencies



Complete Streets = More Value for Families & Cities

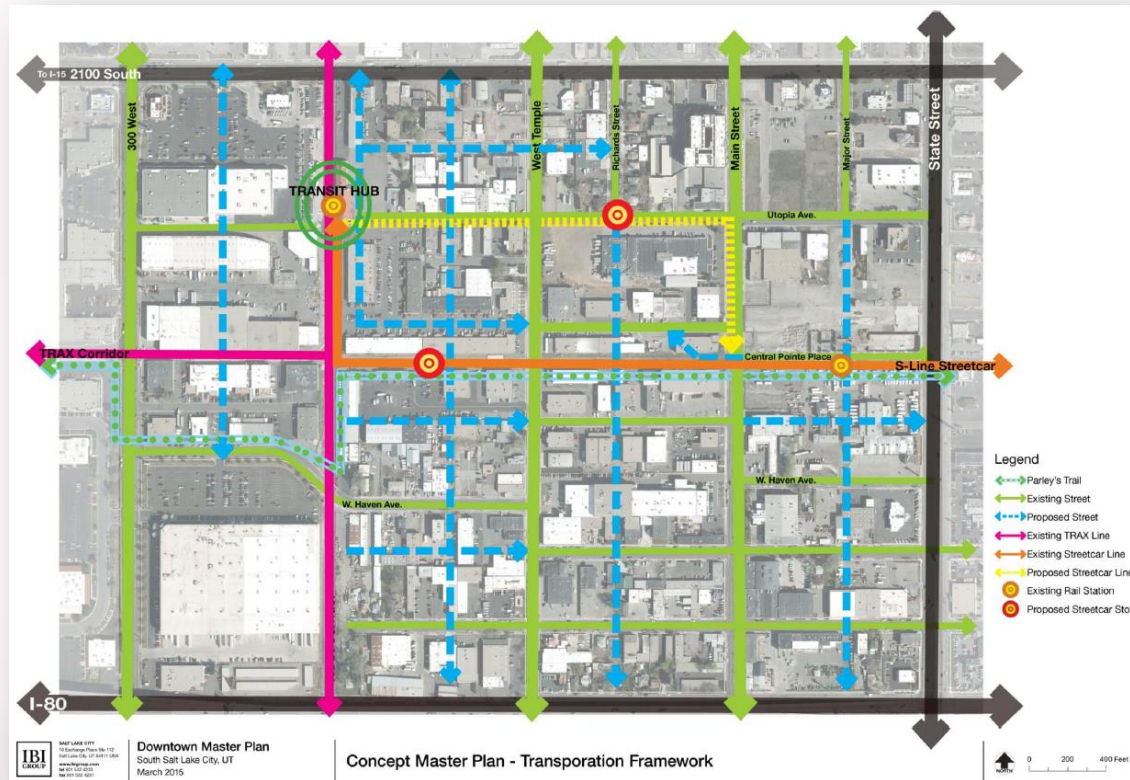
Complete Streets includes the entire public space



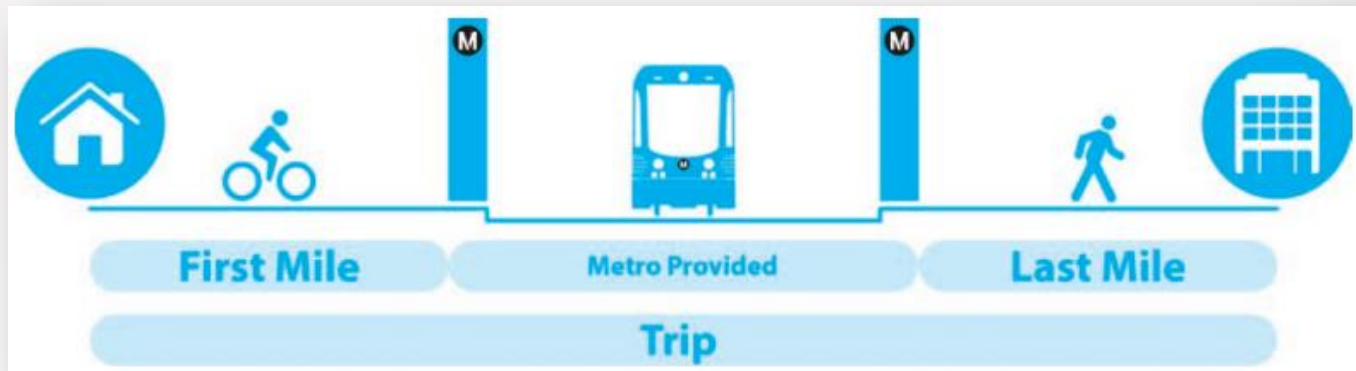
- Branded signage/wayfinding
- Street furniture
- Architectural lighting
- Street trees
- Pavement markings and types

Complete Streets = attracting people into the community

SSLC Downtown Master Plan



First Last Mile



**Users must first walk, drive or roll themselves
to the nearest station.**

Complete Streets Workshop Process – The Big Picture

8/19

PLANNING COMMISSION/CITY COUNCIL VISIONING

- Complete Streets 101 & Ten Elements of a Policy
- Facilitate Vision & Applications (Elements 1-4)
- Identify Implementation Working Group

9/9

IMPLEMENTATION WORKING GROUP

- Assess Current Policies & Procedures
- Assess Current Documents
- Explore Implementation Approaches (Elem 5-10)

Day 3

Policy & Next Steps

- Review/Revise Draft Policy
- Identify Path to Implementation
- Identify Next Steps



Adopt Policy



Complete Streets Policy Workshop

